CHARLESTOWN NAVY YARD UPDATE

Executive Summary

June 25, 1986

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I. INTRODUCTION

The Charlestown Navy Yard is now emerging as one of the largest and most successful historic rehabilitation projects in the country. Once an abandoned military base which generated no tax revenues for the city, development in the Charlestown Navy Yard will eventually generate over $6 million in taxes for the city. Moreover, when the Yard closed in 1974, 5,000 workers lost their jobs. Over 5,400 people will be employed in construction trades and over 4,600 will obtain permanent employment in the offices, restaurants, stores, boatyard and marinas being created there. At completion, the Navy Yard will have a minimum of 2,200 housing units. The Navy Yard's rehabilitation will reopen the waterfront to the public. A beautiful new 16-acre park, miles of Harborwalk, and many other plazas, open spaces and piers will once again allow residents to reclaim the harbor for use and recreation.

CHARLESTOWN NAVY YARD

Current Projects (Historic Monument Area and New Development Area)	27
Total Investment Committed To Date:	$241,088,000
Gross Square Feet:	3,081,600 GSF
Office:	1,154,000 GSF
Retail:	135,000 GSF
Residential:	944,100 GSF (890 units)
Light Industrial:	48,000 GSF
Parking:	770,500 GSF (2,159 spaces)
Marina slips:	427
Net New Taxes:	$ 4,435,600
Lease Payments:	$ 1,171,782/yr. plus percentage of operating revenues of commercial projects and percentage of sales prices of residential condominiums
Linkage/Community Fund:	$ 3,813,700
Jobs	
Permanent	4,577
Construction	3,533

II. HISTORIC MONUMENT TRANSFER AREA

There are 22 buildings and one development parcel in the Historic Monument area. Two buildings are not available for development - Building 107, owned by the National Park Service is used for storage; and the Muster House currently a BRA site office, is planned to be the main public information center for the Yard. Of the remaining 20 buildings, 17 are undergoing rehabilitation. Six buildings are expected to be completed in 1986 representing 1,351,500 square feet of commercial space, including a 1,388 space garage. In 1987, another eight buildings will be completed representing 347,430 square feet of commercial space and 92 condominium units. 1988-89 completions would amount to an additional 201,000 square feet of commercial space and 15 housing units. Future development expected in the 1988-89 period would also include the as yet undesignated Parcel 150, between 2nd and 3rd Avenues, which will mostly likely be developed as a mixed-use housing and retail project. This parcel could accommodate 13,000 square feet of retail space on the ground level and 35 units of housing on upper floors. In addition, the historic Ropewalk Complex (Building 58 and 60) will be developed in conjunction with the National Park Service. A portion of the Ropewalk Complex will be set aside as an interpretative museum of rope-making.

The buildings in the Historic Monument area are offered for development by the BRA on a long-term lease basis, rather than sold. Annual base rent is calculated as an amount per square foot of the improvements made to the building. The most recent leases negotiated by the Authority require the payment of $1.00 per gross square foot, totalling almost $2 million annually. Developers pay half this amount during the construction period. In addition, developers are required to pay $.05 per gross square foot into a Common Area Maintenance Fund which is used to fund the upkeep of common spaces such as parks. An additional $.05 per square foot is paid into a separate fund to pay for security services throughout the Yard. Finally, an annual payment of 15% of net operating revenues is also paid by the developer to the BRA.

The rehabilitation of buildings in the Historic Monument area is governed by design guidelines for the preservation of the exterior elements of the buildings. These guidelines were outlined in an agreement between the BRA and the National Advisory Council on Historic Preservation which became part of the conditions of transfer of the buildings from the federal government to the BRA. The guidelines have received national recognition, including a 1980 Urban Design Citation from Progressive Architecture. The guidelines help to insure that the architectural integrity and historical character of these buildings are preserved as they are rehabilitated for new and productive uses.

III. NEW DEVELOPMENT AREA

The New Development Area, which contains both rehabilitated buildings and new construction, includes most of the waterfront from Pier 5 to Parcel 7 on the Little Mystic Channel. It is being developed by Immobiliare New England. Primarily residential, this area offers some of the most dramatic views of the waterfront and the Boston skyline. Immobiliare was granted tentative designation as redeveloper of the area in February 1977 and final designation in March of the following year. In April 1978, a 121A Agreement was approved wherein Immobiliare's property tax for Buildings 42, 103, 104 and two marina's would be based on a percentage of revenues received rather than at the current tax rate.

To date Immobiliare has completed 526 units of housing, 21% of which are subsidized units for the elderly. These include 367 rental units in Building 42; 112 elderly, subsidized rental units in Building 103 and 48 townhouse condominiums on the Shipways. They have also completed 350 marina slips along Piers 6 and 8, and 12,000 square feet of office space. Currently under construction are 154 condominium units in Building 197, and 64 townhouses on Pier 7. In the fall of 1986, Immobiliare will begin the construction of 39 units of moderately priced housing on Parcel 4A in conjunction with the Bricklayer's Union. These units, to be priced at approximately $72,000 to $78,000, will be marketed to Charlestown and Boston residents with moderate incomes. Future development by Immobiliare will also include 66 units of housing on Pier 5, approximately 384 units on the remainder of Parcel 4A, 48 elderly units in Building 104, a minimum of 800 units of housing on parcels 5, 6, and 7, and an additional 200 marina slips on Pier 10.

IV. SHIPYARD PARK

Shipyard Park is a 16-acre public open space situated in the Navy Yard so as to emphasize the spectacular vistas of Boston's skyline. It is comprised of large, gently rolling landscaped area which has tree-lined paths, shrubs, flower beds, a children's playground, a large granite fountain designed to evoke the industrial quality of the Yard, and a performance pavilion comprised of a segment of Building 196 which once stood on the site. This area, known as phase I of Shipyard Park, was completed in 1982 at a total cost of $2.3 million. In front of the landscaped section is Pier 4, Town Landing developed at a cost of $474,380. It has a public dock with 50 slips for short-term boat mooring and facilities for tour boats, commuter boats, and water taxis. Many public waterfront festivities take place on or in proximity to Pier 4, such as the Tugboat Muster, the Antique Boat Regatta, and the BRA's Harborpark Day. In the fall of 1986, the U.S. Navy will commission its newest ship, the Ageis cruiser Bunker Hill, which will be docked between Piers 4 and 5.

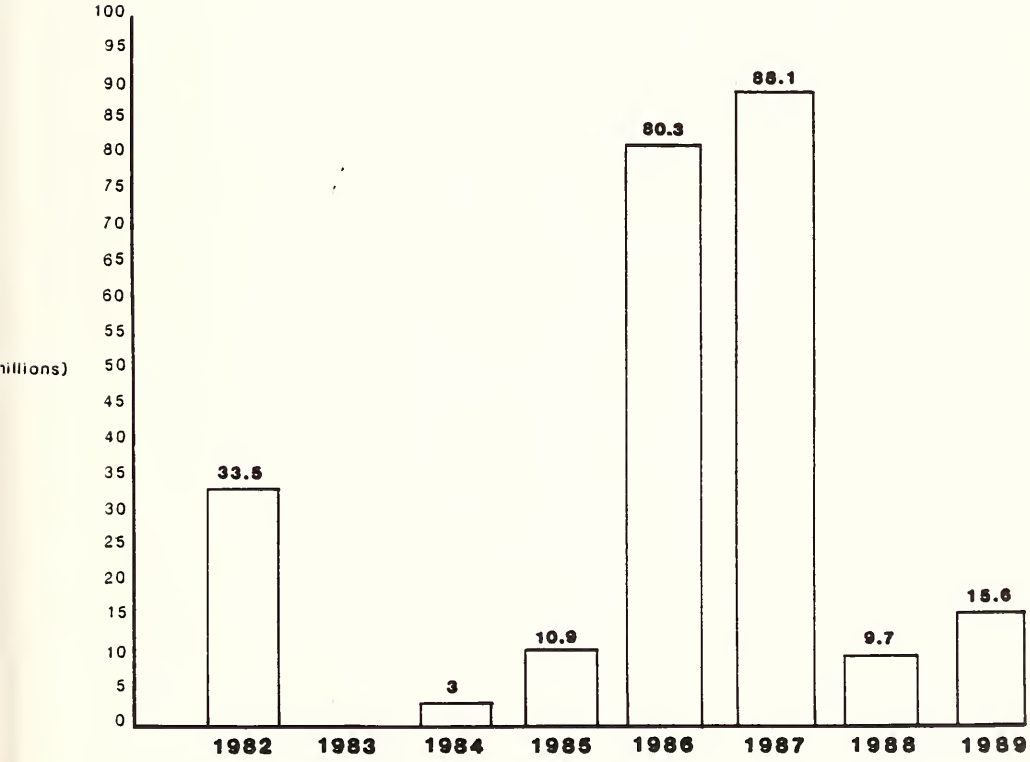
The third phase of Shipyard Park is expected to be under construction this summer. This phase includes the historic Dry Dock 2 which dates from the 1890s. Dry Dock 2 is permanently flooded and will have a pedestrian promenade constructed around its perimeter with Bishop's Crooks lighting, landscaping, and benches. Public investment in this third phase of Shipyard Park will amount to approximately $2.3 million. The landscape and fence improvements will also serve to unite and integrate the Park with the Boston National Historical park area which abuts Dry Dock 2 facilitating circulation between the areas.

The next phase of Park development will be the rehabilitation of Pier 3 and the fitting of Dry Dock 2 with floating docks to allow for active small boat use, a water taxi stop, and the periodic docking of visiting tall ships. With this effort, exhibits of historic and nautical importance can be accommodated on Pier 3 thereby complementing the U.S.S. Constitution moored nearby. Presently, the New England Historic Seaport has been given a license from the BRA to dock the Spirit of Massachusetts, a hand-built wooden replica of a turn-of-the-century fishing vessel, and the Nantucket light ship at Pier 3. NEHS sponsors sea education programs for young people, sail training cruises on the Spirit, and a maritime history program for local teachers. With the rehabilitation of Pier 3, which needs substantial structural work, such programs could be greatly expanded.

V. INVESTMENT

Over $241 million has been invested in or is committed to the revitalized Charlestown Navy Yard for current projects. The relatively large investment of 1982 represents the initial investment by Immobiliare in Constitution Quarters, Building 42. During 1982 and 1983, a period of low investment, the BRA supervised the construction of public improvements which stimulated the investment of later years. The larger investments of the middle years represents the building of the Historic Monument Transfer Area and the continued investment by Immobiliare New England in the New Development Area. The lower amounts in the later years represent the projected build out of the project.

INVESTMENT BY YEAR



Annual investment calculated by year of completion of individual projects

VI. PUBLIC BENEFITS

The development of the Charlestown Navy Yard will produce signficant public benefits for the community in terms of new open spaces, cultural attractions, and a community fund to support worthwhile neighborhood organizations.

- Seven million dollars will be spent on the creation of new parks, plazas, streets and walkways within the Navy Yard.

- An addition of over 2,200 housing units.

- $433,700 commitment to the Charlestown Navy Yard Community Fund. To date, the Charlestown Working Theatre, a non-profit community theatre located in a converted 1884 fire house, has been granted $25,000 for capital repairs to meet fire code requirements.

- The Life Focus Center which offers vocational and recreational services to retarded and handicapped adults and children has been granted $35,000.

- Creation of a plaza as a terminus to Flirtation Walk. Cost approximately $560,000 to be done by developer of Building 62.

- Improvements to the general area of the Gate 5 entrance to the Navy Yard. Approximate cost $200,000 cost borne by developers of Buildings 79 and 96.

- Completion of improvements to Second Avenue Pedestrian Mall from 9th to 13th Streets an approximate cost of $250,000 as part of Building 105 project.

- Creation of Chain Forge Park to honor the workers of Charlestown who worked on the production of chain in Building 105. It will include trees, seating, and some relocated pieces of chain forge equipment, and bronze sculptures of workers using the machinery. Approximate cost $405,000 borne by the developer of Building 105.

- Improvement to 1st Avenue sidewalk and street from 9th to 13th Streets. Cost approximately $350,000 paid by Building 105 development.

- Completion of improvements to Second Avenue Pedestrian Mall from 13th to 16th Streets at approximate cost $250,000 as part of Building 106 project.

- Creation of new Anchor Park at terminus of 9th Street using an "industrial palette" of materials including granite, cobblestones, wood timbers, benches, and artifacts from the Navy Yard's past. Cost approximately $250,000 paid by developer of Building 108.

- Recreation of the turn-of-the-century Flirtation Walk from 6th to 13th Streets astride Building 58, the Ropewalk, with trees, wood, period benches and lighting. Cost approximately $250,000 paid by developer of Building 108.

- Completion of Harborwalk and creation of a public pier on Little Mystic. Approximate cost $400,000 as part of Building 114 project.

- Wood decked public walkway lining the harbor's edge; cost born by Immobiliare New England. Total cost at completion $4 million approximately $1 million spent to date.

Maintenance of these public improvements is accomplished through a Common Area Maintenance Fund to which developers pay $.05 per square foot of the improvements to their buildings.

TOTAL PUBLIC BENEFITS

Current Projects (Historic Monument Area and New Development Area)	27
Total Investment Committed To Date:	$241,088,000
Net New Taxes:	$ 4,435,600
Lease Payments:	$ 1,171,782/yr. plus percentage of operating revenues of commercial projects and percentage of sales prices of residential condominiums
Linkage:	$ 3,380,000
Charlestown Navy Yard Community Fund:	$ 433,700
Public Amenities:	$ 6,915,000
Jobs	
Permanent	4,577
Construction	3,533

CONOMIC BENEFITS
IISTORIC MONUMENT TRANSFER AREA

roject	Cost: Total Development (000s)	Revenues: Net New Taxes (000s)	Revenues: Linkage Payments (000s)	Jobs: Permanent	Jobs: Construction
illings Bldg. (33)	$ 3,500	$ 85.8	$ 142.8	128	52
arris Bldg. (34)	4,500	118.5	149.6	199	67
onsides Place (36)	6,000	158.0	50.0*	217	89
ooper Bldg. (38)	3,500	85.8	115.6	104	52
arriage Bldg. (39)	9,000	220.8	272.0	349	134
emp House (62)	4,000	98.1	42.0*	155	59
imber House (75)	3,000	73.6	12.5*	80	45
oiler House (79)	1,800	21.3	19.0*	1	29
ower House ubstation (96)	688	16.9	5.0*	17	10
hain Forge (105)	15,600	270.1	130.0*	343	232
asilica (106)	9,500	139.4	45.0*	2	152
nchor Bldg. (108)	7,900	185.6	71.0*	258	117
harlestown oatyard (114)	7,200	176.6	40.0*	207	107
ohn Paul Jones louse (120)	1,600	42.1	8.0*	67	24
49 Constitution ark (149)	48,000	1,263.7	2,700.0	2,293	713
lavy Yard Parking acility (199)	12,000	315.9	--	5	178
aptain's Quarters 266)	2,000	52.7	11.2*	87	30
OTALS	139,788.0	3,324.9	3,813.7	4,512	2,090

Charlestown Navy Yard Fund

ECONOMIC BENEFITS

NEW DEVELOPMENT AREA

Project	Cost: Total Development (000s)	Revenues: Net New Taxes (000s)	Jobs: Permanent	Jobs: Construction
Constitution Quarters Garage (40)	$ 2,000	191.4*	1	30
Constitution Quarters (42)	28,000	*	5	454
Anchorage (103)	6,900	55.0	1	112
Independence Quarters (197)	25,000	$ 377.9	3	398
Shipyard Quarters (I & II)	8,000	129.8	45	92
Shipyard Quarters Garage	1,200	31.6	1	13
Parcel 4A (Affordable Housing)	3,700	45.8	1	43
Shipyard Quarters Marina Phase I (Pier 6)	3,500	43.9**	3	37
Constellation Wharf (Pier 7)	19,000	235.3	1	222
Shipyard Quarters Marina Phase II (Pier 8)	4,000	**	4	42
TOTALS	101,300	1,110.7*	65	1,443

* For Constitution Quarters Garage and Constitution Quarters.

** For Shipyard Quarters Marina Phase I (Pier 6) and Shipyard Quarters Marina Phase II (Pier 8).

TOTAL DEVELOPMENT MAGNITUDE

Current Projects (Historic Monument Area and New Development Area)	27	
Gross Square Feet:	3,081,600 GSF	
Office:	1,154,000 GSF	
Retail:	135,000 GSF	
Residential:	944,100 GSF	(890 units)
Light Industrial:	48,000 GSF	
Parking:	770,500 GSF	(2,159 spaces)
Marina slips:	427	

EVELOPMENT MAGNITUDE

ISTORIC MONUMENT TRANSFER AREA

roject	Size						
	GSF (000s)	Office (000s)	Retail (000s)	Residential (000s)	Parking (000s)	Light Industrial (000s)	Marina Slips
illings Bldg. (33)	49.0	36.0	13.0	--	--	--	--
arris Bldg. (34)	53.0	41.0	12.0	--	--	--	--
onsides Place (36)	65.0	56.0	9.0	--	--	--	--
ooper Bldg. (38)	40.0	31.0	9.0	--	--	--	--
arriage Bldg. (39)	94.0	72.0	22.0	--	--	--	--
emp House (62)	42.0	42.0	--	--	--	--	--
imber House (75)	24.0	24.0	--	--	--	--	--
oiler House (79)	19.0	--	--	19.0	--	--	--
ower House ubstation (96)	5.4	5.4	--	--	--	--	--
hain Forge (105)	130.0	85.0	15.0	--	--	--	--
asilica (106)	119.4	--	--	96.9	22.5	--	--
nchor Bldg. (108)	71.1	71.1	--	--	--	--	--
harlestown oatyard (114)	93.0	30.0	15.0	--	--	48.0	77
ohn Paul Jones ouse (120)	16.0	16.0	--	--	--	--	--
49 Constitution ark (149)	650.0	610.0	40.0	--	--	--	--
avy Yard Parking acility (199)	545.0	--	--	--	545.0	--	--
aptain's Quarters 266)	22.5	22.5	--	--	--	--	--
OTALS	2,038.4	1,142.0	135	115.9	567.5	48.0	77

VII. CURRENT PROJECTS IN THE HISTORIC MONUMENT TRANSFER AREA

Billings Building (33) - Built in 1856 as a barracks, Building 33 is being rehabilitated for ground floor retail use and upper floor office use.

Parris Building (34) - Building 34 was designed by Quincy Market architect Alexander Parris as a blue-print shop, but never completed to Parris' design. As part of its current rehabilitation for commercial uses, additions are being made at either end and a central courtyard will be created.

Ironsides Place (36) - Building 36, as with other nearby oblong granite buildings, is a fine example of the Boston Granite style. Built as a sail loft, it will house a restaurant with views of Shipyard Park and offices in upper floors.

Cooper Building (38) - Designed by Billings in 1854 and used as a Library, Movie hall, and Bowling Alley, Building 38 will be developed with retail uses along the ground floor of 2nd Avenue and office uses above.

Carriage Building (39) - The Ordinance Shop, built in 1866, is a large brick and granite building which occupies an important location between the pedestrian 2nd Avenue Mall and the main vehicular street 1st Avenue. It will be developed for ground floor retail and upper floor office use.

Hemp House (62) - Designed by Parris, Building 62 was where hemp was stored before being brought to Building 60 where it was waterproofed with a tar coating and then transferred to the Ropewalk to be manufactured into rope. It will be rehabilitated for office use and headquarters for the New Medico Company.

Timber House (75) - Completed in 1848, this long granite and wood structure was used to store the timber used in shipbuilding. It will be renovated for commercial uses.

Boiler House (79) - Originally built as a coal storehouse, Building 79 has heavily rusticated granite detailing and occupies a prominent location at the Gate 5 entrance to the Yard. Redevelopment plans are for rehabilitating the building for residential use.

Power House Substation (96) - Building 96 was built at the turn of the 19th century as a power plant and later used as a forklift repair shop. It is a single story with a hipped roof. The redevelopment program is for a commercial, single tenant use.

The Chain Forge (105) - Building 105 is where die-lock chain making was invented. Monumental pieces of forge equipment mark the path through which individual members of chain were cut, forged, and then assembled into links. Much of this equipment will be retained as part of the building's restoration for office and retail use.

The Basilica (106) - Built in 1905, this large brick structure was built in the basilica form with arcaded side aisles as a metal workers shop. It will be redeveloped for 92 units of housing, 10% of which will be for elderly residents.

The Anchor Building (108) - Building 108 was the Yard's main power plant. Despite its having been altered extensively, the building will be rehabilitated for office use. It is adjacent to "Anchor Park" one of the several outdoor storage areas created by the Navy, which will be improved as a new plaza by the developer.

Charlestown Boatyard (114) - This two-story brick industrial structure has an "L" shaped plan and flat roof and was used as a wood-working boat shop. Redevelopment plans are for a boat repair and storage facility with a marina in the Mystic Channel.

John Paul Jones House (120) - The medical dispensary and clinic, Building 120 was built in 1905 and has since undergone numerous additions. Its restoration for office use is nearly complete.

149 Constitution Park (149) - This World War I era structure was used by the Navy for storage and for offices. It is a flat-roofed reinforced concrete structure with a major light court in the eight-story section and a later 10-story addition. As part of its redevelopment, a second atrium was added for more light. It will house retail space at ground level and offices above.

Navy Yard Parking Facility (199) - Building 199, built at the outbreak of World War II, was used for storage. It is a flat roofed structure with a reinforced concrete structural grid system with horizontal brick spandrels. It is being developed as a 1,388-space parking garage.

Captains Quarters (266) - Built in the late 1880s, Building 266 is a series of attached classic revival brick rowhouses used as quarters for naval officers. The building's renovation as office suites has retained many of the features of this domestic architecture such as the porches, kitchens and fireplaces.

DEVELOPMENT MAGNITUDE

NEW DEVELOPMENT AREA

Project	Size				
	GSF (000s)	Office (000s)	Residential (000s)	Parking (000s)	Marina Slips
Constitution Quarters Garage (40)	120.0	--	--	120.0	--
Constitution Quarters (42)	300.0	--	300.0	--	--
Anchorage (103)	60.0	--	60.0	--	--
Independence Quarters (197)	200.0	--	155.0	45.0	--
Shipyard Quarters (I & II)	94.9	12.0	82.9	--	--
Shipyard Quarters Garage	38.0	--	--	38.0	--
Parcel 4A (Affordable Housing)	45.3	--	45.3	4.6*	--
Shipyard Quarters Marina Phase I (Pier 6)	--	--	--	--	150
Constellation Wharf (Pier 7)	185.0	--	185.0	--	--
Shipyard Quarters Marina Phase II (Pier 8)	--	--	--	--	200
TOTALS	1,043.2	12.0	828.2	203	350

* spaces not in building and not in gross square footage calculations

CURRENT PROJECTS IN THE NEW DEVELOPMENT AREA

Constitution Quarters Garage (40) - This 1863 building was the Yard's hammer shop and rolling mill. It now serves as the parking facility for the residents of Constitution Quarters.

Constitution Quarters (42) - Building 42 was the Yard's machine shop built in the decade prior to the Civil War in a U-shaped configuration opening toward the harbor. Completed in 1982 as a rental apartment complex, it was one of the Navy Yard's first rehabilitation projects.

The Anchorage Apartments (103) - Built in 1903, the structure is concrete frame with brick masonry and wood sash. Completed in 1985 as elderly subsidized rental units, the building is now fully tenanted.

Independence Quarters (197) Built in 1941, this industrial building in the International Style has steel frame concrete floors, brick spandrels, and steel industrial sash. It was the Yard's electronic shop, and is currently being rehabilitated for residential condominium use.

Shipyard Quarters (Shipways I and II). These new brick townhouses are built on the former Shipways concrete incline ramps built in 1920 and 1949 on which slips were constructed. A section of the Shipways remains in front of the townhouses.

Shipyard Quarters Garage - This new construction serves as an 88 space parking facility for residents of Shipyard Quarters.

Parcel 4A - Affordable Housing - This new development project for 39 units of affordable housing is located on a portion of Parcel 4A. The development will be brick and have spectacular water views. The units are to be sold by lottery to Charlestown and Boston residents.

Shipyard Quarters Marina Phase I (Pier 6) - Pier 6 originally had railroad tracks running along it. In 1982, a new marina with 150 slips for boats was completed.

Constellation Wharf (Pier 7) - Pier 7 was constructed in 1958 with end bearing concrete filled steel pipe piles and a concrete deck. It is currently under development as a 64-unit residential condominium project.

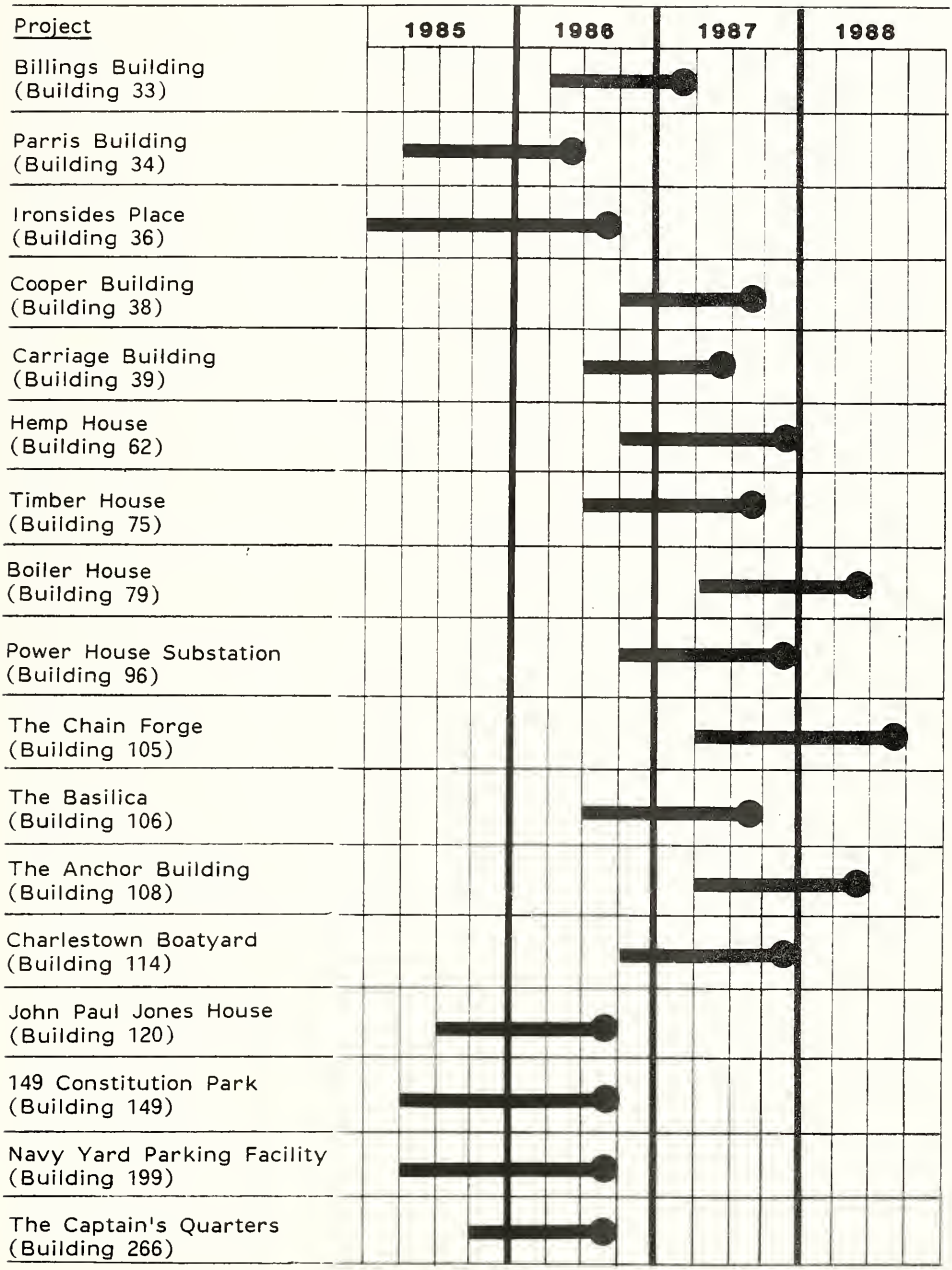
Shipyard Quarters Marina Phase II (Pier 8) - Pier 8 was built in 1910 with wood piles and a wood deck. A marina with 200 slips was recently completed.

VIII. THE NAVY YARD AT COMPLETION

The BRA's extensive program begun in 1978 will eventually attract over $404 million in private investment and will include over 1,302,500 square feet of office and retail space. Upon completion, the Charlestown Navy Yard will add an additional 2,200 housing units to Boston's housing stock. At least 10 percent of the units will be for elderly and many will be for low and moderate income households. It will generate over $6 million in taxes and generate 4,652 jobs. Close to 4,400 people will live in the Charlestown Navy Yard.

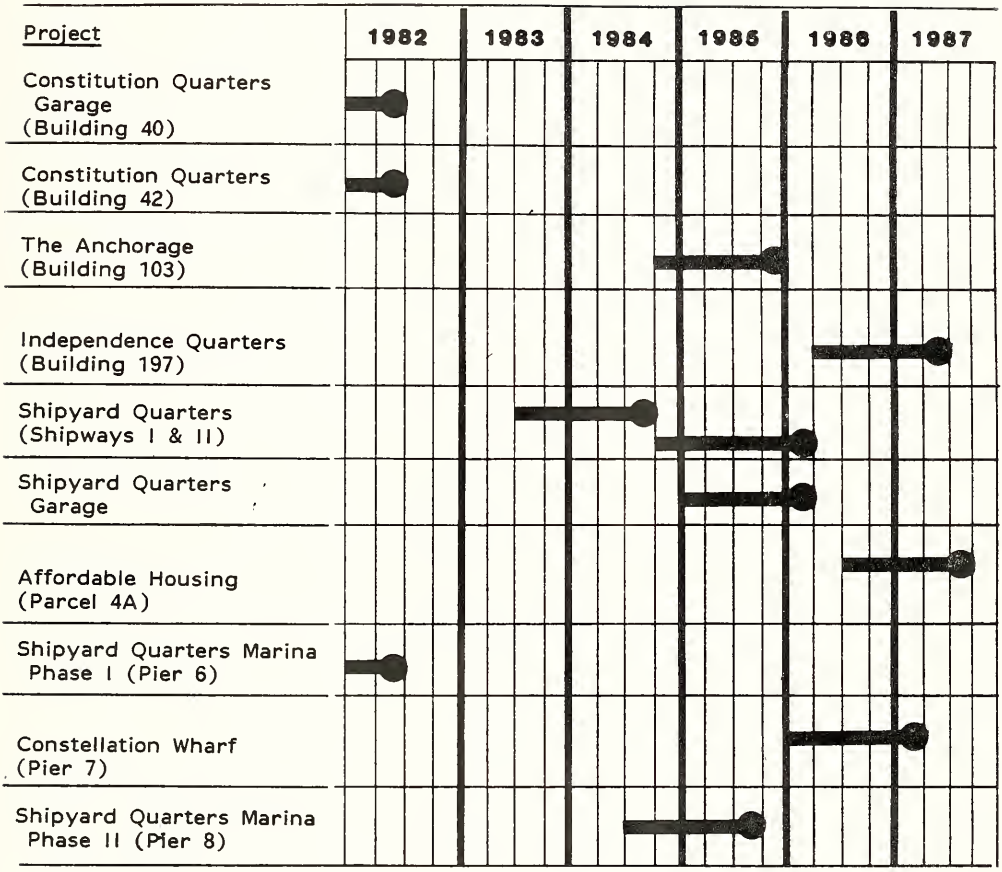
DEVELOPMENT CALENDAR

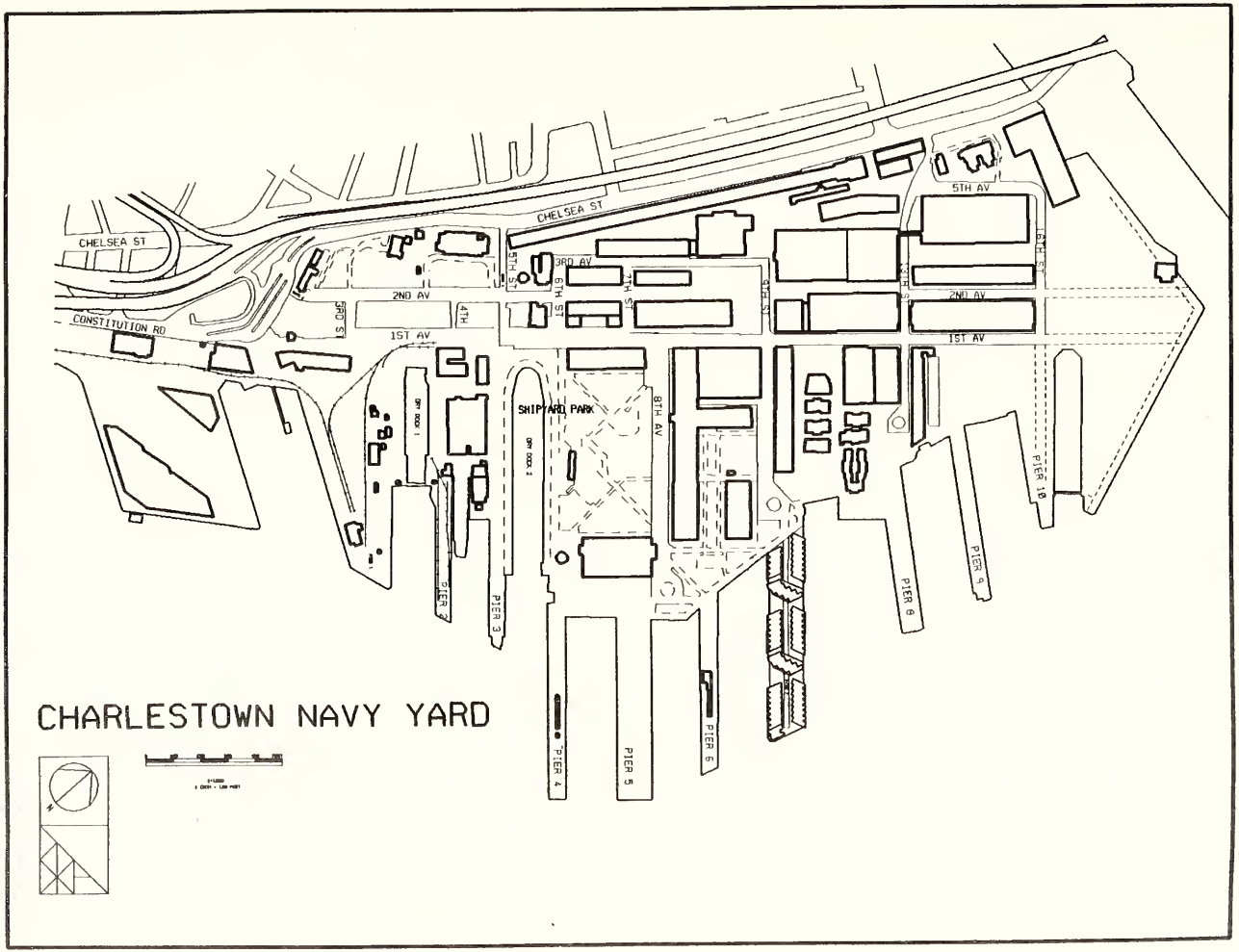
Historic Monument Transfer Area



DEVELOPMENT CALENDAR

New Development Area




CHARLESTOWN NAVY YARD
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CHELSEA ST
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SHIPYARD PARK
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